

June 80

AUSTRALIAN

UFO

BULLETIN



THE VICTORIAN U.F.O. RESEARCH SOCIETY

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E D I T O R I A L

In the early days of UFOlogy genuine UFO photos were as scarce as hen's teeth. It was at times very difficult to differentiate between the genuine and the hoax photos although genuine UFO photos usually had a halo effect which for some reason seemed to elude the phonies. In these early days too, we did not have the remarkable analysis techniques we do today, but by some quirk of fate any fake photos presented, always seemed to show their true colours, as frauds eventually do.

However, this society is in the most fortunate position of being in direct contact with the top experts in this field of research, therefore when as recently as October and December 1978, we were presented with some excellent photographic evidence, these scientific channels were open to us with some remarkable results.

Fortunately, this society has found that the hoaxers are few and far between except for the official ones who are always debunking the subject while requesting the completion of a form so complicated one would need to be an astronaut to understand.

One example of their cross-talking ability was obvious when an Ansett aircraft was enroute from Brisbane to Port Moresby and was paced by a UFO. The Captain, who was known to us, and who carried a movie camera because of a previous UFO experience and had a desire for proof of any further sightings - actually filmed the incident...He was told to return both the film and security tape to Brisbane. When he stepped off the aircraft at Brisbane, Security were there to confiscate the film. This society wrote "Security" requesting information and were informed that no "TAA" plane had experienced anything unusual on its flight between Brisbane and Port Moresby.

No doubt, many will have seen in the press, the Manifold photo which was taken only 20 minutes prior to and in the same vicinity as the Valentich drama. Having previously printed the critique this society is now creating a first by publishing some of the computer print-outs of this quite remarkable photo.

"KEEPING THE RECORD STRAIGHT"...by Quentin Fogarty.

It's not surprising that many people regard UFO's, and those who believe in them, with some derision.

After all, the general public is fed an unbelievable diet of "facts" on the phenomenon.

I can vouch that most journalists, hard-bitten cynics that they are, tend to regard the whole subject as a bit of a joke. I must confess that I too found it difficult to take UFO's seriously before I became personally involved.

Reporters want angles, a twist, a sub-plot, anything to make the story a little different. If they can't come up with something unusual, they usually fall back on the "little green men" syndrome and end up trivialising the story and the witnesses.

This has a cumulative effect on the human psyche...gradually the public is bludgeoned into thinking that all UFO witnesses are a little "loose" in the head and that they have been suffering hallucinations of some sort. Of course, the authorities and the so-called experts help to mould public opinion with their pronouncements that the reported UFO's were nothing more than planets, planes, weather balloons etc.

Then, there are the UFO magazines which festoon the news-stands in increasing numbers. One flick through the majority of these journals should be enough to convince any thinking person that most of their reports are not to be taken seriously.

But occasionally they run legitimate stories, such as the New Zealand sightings in which I was involved. That presents the reader with a dilemma. He or she knows that such events actually did take place, but the question is should the reports be taken as a true representation of what actually happened?

In the case of the New Zealand sightings, I would caution anyone about accepting, at face value, the many reports that have been published and, in particular, a story that appeared in "Ideal's UFO Magazine" number eight. Under the headline, "The New Zealand Saucer Invasion", a gentleman by the name of William Michelfelder, supposedly recounted the events of December 21st and 31st, 1978. What followed was the most amazing work of fiction that I have had the (dis) pleasure of reading. I was so angry, that I wrote the following letter to the editor of the magazine:-

"Q.F. PRODUCTIONS PTY. LTD"
(Address etc....)

FILM & TV PRODUCTION
FREELANCE JOURNALISM

19th November 1979.

The Editor
Ideal's UFO Magazine,
... USA.

Dear Sir,

I have my fingers crossed that you will print this letter and hopefully in its original form. I recently picked up a copy of your magazine (No. 8) which featured an article, "The New Zealand Saucer Invasion". I didn't know whether to laugh or cry.

Where did you get your information? As one of the principal witnesses involved in the December 31st sightings, I can assure you that your article was about 99 per cent fiction and one per cent fact, if that. Many individuals and publications have done their best to get the story wrong, but none has succeeded as well as you.

I am well aware of journalistic licence, but your correspondent, William Michelfelder, took that licence way beyond the bounds of credibility.

To start with, the passages purportedly quoting the conversation between the ground radar operator at Wellington and the captain of the Argosy on December 21st, Vern Powell, and my alleged comments, are complete fiction. They bear absolutely no relationship to what was actually said. I've heard all the tapes of the conversations between the aircraft and ground radar on December 21 and 31, and of course I know what I said myself. Your account is a complete work of fiction.

You couldn't even get the basic facts right, such as the altitude of the aircraft. Your writer put the altitude at 30,000 ft. whereas the Argosy aircraft involved never went any higher than 14,000 ft. You say there was film obtained during the December 21 sightings: there was none; you say Vern Powell saw a globe spurting flames from its tail: I interviewed Vern at length and I can assure you that he made no such claim then, or since; you quote the pilot's first comments to me as "we're on the money, look out there!". That, along with every other comment attributed to those of us onboard the Argosy that morning is incorrect; you have the radar operators "poring over their day-to-day records while listening to my recital": how they managed to do that completely escapes me considering that I was recording my commentary on tape, onboard an aircraft at 14,000 ft. and the radar operators were hundreds of kilometres away at Wellington airport; your so-called account of the New Zealand Air Force's surveillance is again almost completely fictional and I can assure you that no transcript of the communications between the air force plane (there was only one involved not four as you stated), has ever been released; the photograph you showed on page 38 was shot by a separate television crew, from the ground, a couple of days after our sighting and has been definitely identified as Venus: you can confirm that with Hynek; and you even had a journalist, Dai Hayward (not Howard as you reported) on-board our flight that morning: he was on the ground with the television crew which filmed Venus and as I said earlier that was a couple of days after our sightings.

I could go on and on and on, but I think I've pointed out enough mistakes to convince even you, the editor, that your magazine blew it completely! Why you felt the need to destroy an already dramatic and unique story with such flights of imagination, completely escapes me. I can only hope that your readers will eventually get their hands on the real story.

On page 41 of your magazine you say... Quentin Fogarty contributed to the quality of research 12 minutes, etc... I hope that you will contribute to the quality of truth and journalistic ethic by publishing this letter, unedited. If it doesn't appear then I will have to circulate it elsewhere in an effort to correct the damage you have caused.

Yours faithfully,
(Sgd) Quentin Fogarty.

continued..

Surprisingly, most of my letter was published. However, the reply by Michelfelder, which appeared in issue number 10, was far from satisfactory.

Those of you who have read it, will realise that once again the events of December 21 and 31, and a separate incident involving a New Zealand television crew a few days later, have been taken as one incident. In my letter to the magazine, I referred to the photograph they had published which was taken from the film shot by the New Zealand crew and which was later identified as Venus. Michelfelder obviously did not read my letter very carefully because he claims I dismissed the UFO sightings (meaning the December 31 events) as Venus, whereas in fact I was referring to a separate event.

I have again written to the magazine to point out this error and to make it clear that the New Zealand sightings remain unidentified, in spite of the efforts of some to discredit them (and the witnesses).

As a journalist myself, the most amazing part of Michelfelder's reply is the statement: "In any event, we have tried to present a lively version of this encounter, favorable to the writers of the protesting letters and supportive of the UFO theory, which regardless of 'journalistic licence', champions the pro-UFO thinking of all those involved".

Simply, what he is saying is that because his magazine adopts a pro-UFO stance, they are free to say what they like in support of that belief and to "liven-up" stories as they see fit. That reminds me of the old journalist adage: "Don't let the facts get in the way of a good story".

* DISCUSSION NIGHT TRANSPORT. *

If you don't own a car and are wary of travelling alone on public transport at night, and live in the vicinity of the following members, whose phone numbers appear below, contact them to make arrangements for transport.

Clive Yates	Mentone Area	5504729
Judy Magee	Brighton	5922502
Stafford Hall	Glen Iris	258627
Mark Sawyers	Fitzroy	4898971
* Peter Arcadipane .	Eaglemont	4974185

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ON THE UFO TRAILby Paul Norman.

Upon my arrival in San Francisco, 23rd March 1980, several messages were awaiting me which was not surprising since some postponement had to be made during my 1979 visit. The surprise to one of the researchers and myself was to come later during one of the meetings.

The preliminary discussions centered around a number of UFO incidents of common interest including the Bass Strait Flap and the New Zealand encounters.

Another report was from a private detective, who claimed to have filmed a UFO over Adelaide, South Australia, on 22nd Jan. 1979. A few days after the incident, the film was brought to Melbourne where it was viewed by VUFORS.

The suggestion was made at the time, that I take the film to the U.S. on my 1979 trip. However, the photographer decided to analyse it himself. This was his privilege, although his decision caused over a year's delay before computer enhancement analysis could begin.

While press coverage has grossly distorted the blowups, there is much interest in the original footage. The Kodak company in London is reported to have confirmed the film to be genuine but we must await a more accurate assessment from top experts in the UFO field.

The surprise of this meeting concerned a daylight UFO encounter with an international commercial airliner, flying from Hong Kong to Penang, when a UFO passed beneath the aircraft flying at 40,000 feet at the time. The sudden encounter not only caused a commotion among crew and passengers aboard but also had a disturbing effect on the atmosphere surrounding the plane.

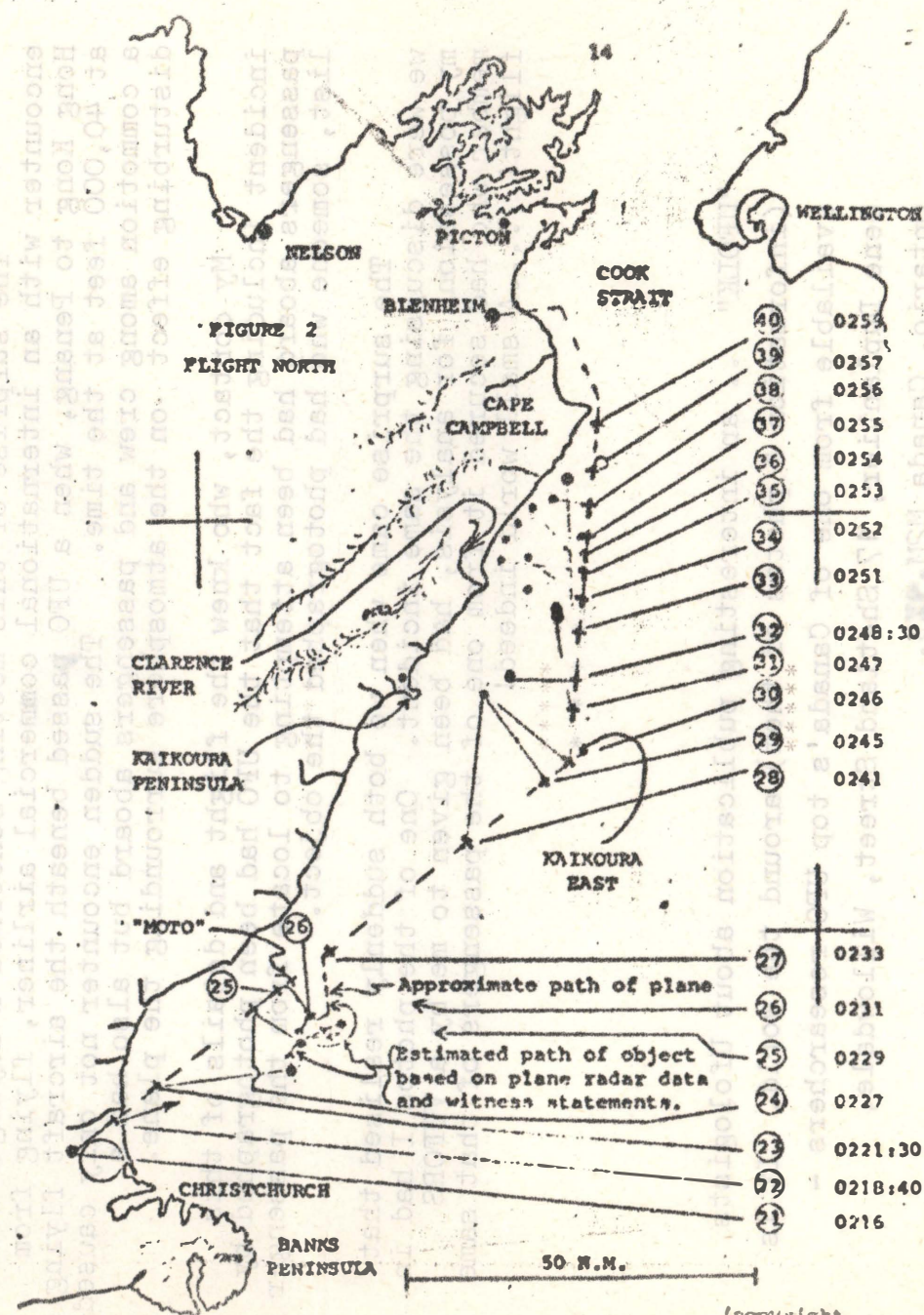
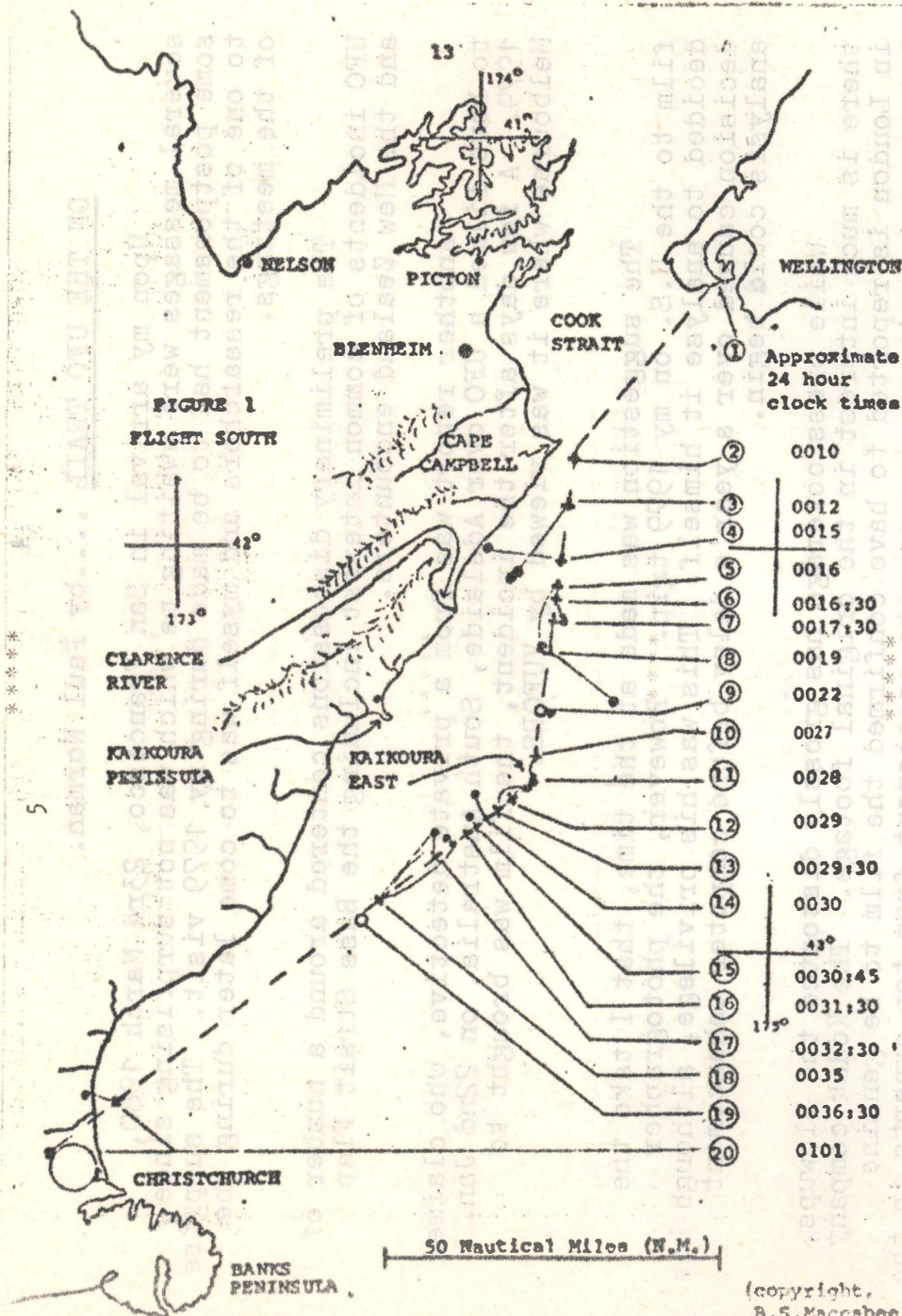
My contact, who knew the flight and details of this incident including the fact that the UFO had been photographed by passengers aboard had been attempting to locate from the passenger list, someone who had photographed the object.

The surprise came when we both suddenly realised that we were discussing the same incident. One of the photos I had in my possession, for analysis, had been given to me by a VUFORS member who had secured it from one of the passengers of that same flight!A small world indeed!

* * * *

"UFOLK" .. an interesting publication about Ufologists (information & photos of them) around the world. It is available from one of Canada's top UFO researchers - Gene Duplantier, 17 Shetland Street, Willowdale, Ontario, Canada M2M.1X5.

Price \$2.00 plus 50c postage; payable to Mr. Duplantier at the above address.



copyright Dr. Bruce Maccabee.

The Bulletin continues the report with permission of Dr. Maccabee who was in charge of the investigations of that outstanding event which made headlines throughout the world. Dr. Maccabee is a consultant for NICAP and GSW; MUFON State Representative for Maryland and Staff Member of CUFOs.

* * *

TRIP NORTH

EVENT NUMBER

DESCRIPTION

21. about 0216: P took off from CH toward the northeast along the "MOTO" track toward Kaikoura East. The heading is 033 magnetic or 054° true (i.e. 54° clockwise from true north). DG had replaced NC. The climb rate was somewhat greater than 1000 ft/min. a number which decreased as the altitude increased, and the air speed was about 155 knots, a number which increased with altitude. There was a southwest wind of about 15 knots which added to the air speed of the aircraft.
22. about 0218.40 : the plane had travelled about 7 miles from CH and was not yet over the ocean. It was at an altitude of about 2800 ft. and was just breaking through a low cloud cover that was over the land. S, D, and DC, who were in the cockpit, observed a bright light through the cloud tops. The light was about 10-30° to the right of the airplane heading. The light was apparently about at the height of the plane, S's first impression was that he was looking at the full moon without seeing any features. (The moon had set in the west many hours before). G described it as a "squashed orange". S turned on the airplane radar and placed it in the "mapping mode". About the time that the light was first seen DG and F, who had been sitting in seats in the loading bay during takeoff, arrived on the flight deck and G pointed out the light to them. This was about 2.18 am according to a note written down by DG. DG described the light (not necessarily his first impression) as looking like a ping-pong ball (white) that was in a dark room and illuminated by a spotlight. DG also recalled a light below the object which he attributed to a reflection on the ocean. (It might have been a reflection on clouds). DC had filmed the takeoff from CH so he was ready to film and probably was filming at the time that F and DG arrived on the flight deck. F was now operating the recorder. H recorded : "We are now about 3 minutes out of Christchurch airport and on our starboard side we can see two very bright lights....one much brighter than the other. The only way to describe it...it's like a very very bright star and just below it is another light not quite so bright".
23. about 0221.30 : the plane radar warmed up and S switched from the 50 to the 20 mile range. He picked up a target about 30° to the right of straight ahead just inside the 20 mile range ring. By this time DG had moved so that he was standing behind S on the left of the plane where he could see the radar scope. DG repeatedly compared the direction to the bright object with the azimuth (angular direction) of the target on the scope and assured himself that both directions were the same. S and G were also sure that the radar target was in the same direction as the visual target. S and G estimated that the size of the radar blip was 3 to 5 times that of a blip from a large fishing boat. The altitude of the plane at this time was about 6000 feet and it was about 15 miles out of CH. About this time F recorded "...those two lights appear to be travelling with us

....the brighter light is still up above the other and has moved a little further ahead....now it's just dimmed! It's gone!..Back again. It appears to be going behind a cloud. I can't quite make out whether in fact it is going behind a cloud or whether in fact the light is just dimming...it's lighting up the clouds around it...." DG filmed a light which did fade in and out. DG described the object as if it were a light connected to a dimmer switch so the brightness could increase and decrease continuously rather than going off and on abruptly as when a light is switched off and on.

Since the target was about 18-20 miles away from the plane at about 30° to the right, and since the plane was about 15 miles from CH, the target was 32-35 miles from CH. Since the CH radar has a "cone of silence" that extends upward from ground level as the distance from the airfield increases at a rate of 100 feet/mile, an object below 3000 ft. at 30 miles would not (normally) be seen. A weak target for 50 cm radar might not be detected even at altitudes somewhat greater than 3000 ft. at 30 miles. Since the object was not detected by Ch radar it was probably at an altitude of around 3000 ft. or lower. Since the airplane radar was operated in the mapping mode the 3 cm airplane radar beam could have picked up a target at a lower altitude.

Sometime during the time interval from 0222-0225 DG scribbled a note "close as 10 miles; 170 knots; pace aircraft". At about 0225-0225:30 the target went off radar because the azimuth angle to the target had increased from 30° to beyond about 50° , which was the maximum angle that the scope would display. Before it went off the scope it may have come as close as 8-10 miles, according to S, who had the best view of the scope. G remembers it being at least as close as 12 miles. F recorded "we must now be about 30 miles out of Christchurch and that bright light is still with us. According to Captain Bill Startup it came as close as 10 miles to us..."

24. about 0227 : P contacted W and said that the plane was 32 miles out of CH at an altitude of 11,500 feet and that there was a "great big target sitting at, uh, 3:00 to us...at about 12 miles". P then asked W if W had anything on radar. However, W had not been expected to be called and was not looking at a range great enough to see the plane. W did say that there were many targets off Clarence and Kaikoura. The plane was climbing at a rate of about 800 ft/min at this time and travelling at about 200 knots ground speed.

25. about 0229 : the plane reached the cruising altitude of about 13,000 ft and an air speed of 215 knots. S and G decided to turn to the right toward the object to see what would happen. S made a turn that lasted about 45 seconds. He hadn't expected to have to turn very far, suggesting that the object was not directly to the right of the aircraft, but was still somewhat ahead. However, he found that he had to keep turning and he finally stopped when he had turned about 90° to the right. Before the turn started F recorded "The pilot has just told us he is going to actually level off...and head toward the object to see what happens". During the turn S recorded the apparent motions of the object, not realizing that the turning of the plane made it look as if the object were moving up and then down and then to the front of the aircraft. After the turn was completed the sighting line to the object was ahead and downward. DG wrote a note "2.30 am, directly ahead, no radar reading". The fact that it was not seen on the radar scope even though it was ahead of the airplane suggests that the sighting line to the object must have been considerably lower than 15° below horizontal, which is the nominal lower bound of the radar beam in the mapping mode. (The pilot did not try to increase the tilt of the radar beam). If the sighting line had been at an angle of 20° below horizontal and the object had been at an altitude of 3000ft while the plane

was at 13,000 ft. the distance to the object would have been about 5 miles. G had the impression that the plane had "overflowed" the object as far as the radar beam detection was concerned.

During the time that the plane was on its southeast course the sighting line to the object moved around to the right again. When the sighting line was so far downward and to the right that S couldn't see the object he decided to turn to the left to regain his original track. Before he turned he could see a glow in the right hand windows and the other passengers could see the object. S and G remember flying for "no more than" 4-5 minutes on the southeast heading before turning back. Actually, they must have flown only about 1-1.5 minutes on that heading.

About the time of the turn to the right, DC stopped filming and went downstairs into the loading bay to get his bigger lens (he had been using the 100 mm. and now he got the 240 mm lens). It took several minutes for him to install the lens on the camera, but he was ready to film probably just before the plane turned to the left.

26. about 0231 : S could no longer see the object so he turned left onto a heading of 066 magnetic (087 true) for a short time and then he continued the left turn to head back to the "MOTO" track. F apparently mentioned the start of the turn saying "It's now dropping away right below us..." (He was not aware that the captain had decided to turn. Since he was looking out the right window, when the plane banked to the left it would appear to him that the object dropped downward). Fogarty continued "It appears, in fact, to be losing its speed...rising, coming back up towards us again... It appears to be coming straight for us...It's getting a little bit brighter". A few seconds later F said "It's now dropping right away behind us".

Probably during this turn DC obtained film footage with his 240 mm lens. This footage shows an image which starts off large, then shrinks to ~~small~~ small bright images, and then grows large and dim. He described the large image to F : "It now appears to be an oval shaped object with rings of light going around". A previous description given by DC before the plane turned to the right was that it had a "brightly lit bottom and a sort of stransparent top". The large image was apparently an out-of-focus version of the smaller image. During the time that the 240 mm lens was in focus DC did obtain images that are consistent with his description of the object as seen earlier through the 100 mm lens. These focused images are sort of bell shaped with bright bottoms and less bright tops. The angular sizes of the focused images obtained with the 240 mm lens are about the same as the sizes of the images obtained earlier with the 100 mm lens, suggesting that the object did not actually get closer to the plane at least during the time that DC was filming. However, it apparently did get quite close to the plane after DC filmed it. DC could not film when the sighting line was too far below horizontal because the top of the film magazine would have bumped overhead switches. Therefore he was not able to film it during the time that it apparently passed under the airplane.

During the left turn S was surprised to see the object, which had been on the right side of the aircraft, suddenly appear at the left and apparently above the aircraft. (The appearance of being above may have been due to the tilt of the aircraft during the left turn). The object then appeared to move downward and pass behind and beneath the aircraft. F last saw it out the far right window while looking almost straight down on it.

27. about 0233 : the plane regained the 'MOTO' track at some point north of 'MOTO' which is 40 miles out of CH. There is a "slight" time problem here in that the W and CH controllers were discussing the position of the plane at 0229:30-0230 and in their discussion they implied that the plane was already heading for or about to reach the 'MOTO' track, perhaps close to the point MOTO. The estimate listed previously that the plane turned to the right at 0229 is based on the requirement that the plane reach its altitude of 13,000 ft. and upon the statement made by P to W at 0227 that the plane was at 11,500 ft. The estimate that the plane turned left at 0231 is based on the minimum length of time taken by F's recorded comments during and after the turn to the right. The estimate that the plane reached the MOTO track at 0233 is based on the travel time of the plane to go along a track as indicated on the map from #36 to #27. These times and the estimated path of the airplane, as well as the estimated path of the object, are all subject to revision.

28. about 0241 : W reported to P that there was a target at 20 miles at 10:00, just off the coast 6 miles north of Kaikoura. The location of the object for #28 on the map does not agree exactly with the location reported by W, but it is close. There was no visual sighting, but S may have seen it on the plane radar.

*29 30. about 0246: the plane "turned the corner" at Kaikoura East and headed toward Cape Campbell, which they estimated they would reach at 0300. W read the Blenheim weather report. Then, at about 0246:30, W toldt he plane that the same target just north of Kaikoura was at 9.00. The plane did not indicate that the target was seen.

31. about 0247: W reported two targets at 11.00 at 15 miles. P responded "We don't seem to be picking them up quite so easily on the leg (of the trip)"

32. about 0248.30 : W reported a target at 9.00 at 8 miles. F did not indicate that anything was seen. At about 0250 F recorded the following statement: "We've now just passed Kaikoura and, uh, there's been no further activity. There are pinpoints of light in the s'y, but nothing's been confirmed on Wellington radar. I, for one, am hoping that we've seen enough, and the rest of our journey back to Blenheim will be uneventful. I've had quite enough of UFO's for one night". Apparently S had the same feeling. He said that he had detected objects on the airplane radar which appeared to him to be in the positions reported by W. but he didn't tell anyone and, in fact, paid very little attention to the radar screen throughout the rest of the trip. He did tell several people after the trip was over, however, that he had had targets on his radar.

33. about 0251 : P asked W if there was a target in the 12:00 position. W responded "...a strong target at 12:00 to you at 20 miles...2 miles off the coast. 10 miles south of Cape Campbell". P responded "We have that one also (?) and quite good visual display at the moment....it loo's like a collection of lights..." F recorded "About 30 seconds after that last statement we've got another one right in front of us...very bright..seems to be a long way away. Another one just to the left of it. That one flashed extremely brightly. They've both now faded. The other one's flashing again. It's giving off an orange flashing light. It looks like an aircraft beacon". (Note: this comparison is intended to convey the visual impression of very brief and bright flashes as opposed to "pulsations" in which the light grows and dims slowly enough so that the brightness change appears continuous rather than abrupt). F continued "It's moving off. It's extremely bright. It fades...and its dropped. It seems to have just dropped at an incredible speed and it seems to be rolling and turning...in fact...one light has another beside it".

The "rolling and turning" was described by F as movement around a sort of elliptical path with the long axis of the ellipse in the vertical direction. The object travelled downward in the elliptical motion faster than it rose upwards, in the opinion of F. DC obtained about 7 feet of film that show a light source that changes in a regular cyclic manner from bright white to dim red and orange for about 32 cycles at a rate of 1.1 cycles/sec. The bright source also apparently moved up and down in a flattened elliptical path much higher than it was wide. This up and down motion was periodic, at least for the first portion of the film, at a rate of about 2.5 cycles/sec.

After describing the flashing light that dropped, rolled and turned, F described a "whole cluster" of lights including one that "keeps flashing" and was part of a "distinctive" pattern of lights. This one might have been the Blenheim airfield beacon.

After describing the "collection of lights" to W, F asked W if the Blenheim beacon could be turned off so that the passengers on the plane could be sure that they weren't mistaking it for a 'flashing UFO'. The Blenheim beacon flashed red every 1.5 sec. or so. (Note: At this time the beacon would have been about 50 miles from the airplane and perhaps under the 1/8 cloud cover over Blenheim. The cloud cover was at 4000 ft). The beacon was turned off and at about the same time the bright flashing light disappeared.

34. about 0252 : W called the plane to report "...two further targets, one at 9.00 at 8 miles and one at 10.00 at 10 miles". Within a few seconds W also reported "the one south of Cape Campbell has now gone off radar". The disappearance of the target from the radar scope was approximately (or exactly?) coincident with the visual disappearance and with the turning off of the Blenheim beacon. However, the radar would not have lost a target just because the Blenheim beacon was turned off.

Whether or not the Blenheim beacon was in fact seen was not established.* Other bright lights did appear within seconds after the flashing one disappeared. However, they may not have been to the left of the plane as were the W radar targets which "replaced" the "strong target" that had been south of Cape Campbell.

F recorded "Well, we can't be right all the time, but it in fact appears that the last flashing light we saw was in fact a beacon at Blenheim and the pilots asked for the beacon to be turned off. But at the same time that they turned the beacon off, Wellington radar told us that we had targets coming from the left of us. But as I speak now, we have another one, above Blenheim, and that's not a beacon because it's not in the same position as the lights were before, and these sightings at the moment are right in the position where Wellington radar said they should be!" Actually, W radar had referred to targets to the left of where the strong target had been, and F referred to a light that was to the right of and higher than the one that had disappeared. DG described these lights as "pulsing" on and off as if they were incandescent bulbs operated with dimmer switches so the brightness could change continuously rather than abruptly.

(* There is a mountain ridge at an angular elevation of about 3.4° in the direction of the plane, from the Blenheim (Woodbourne airfield) beacon. The angular elevation of the plane would have been about 2.4° (13,000' at 50 miles).

35. about 0253 : W told P about 4 targets at 9:00, 9:30, 10:00 and 10:30, all about 1 mile off the coast. One or more of these may have been seen.

36. about 0254 : W told the plane about a target at 12:00 at 2 miles. P responded "No sighting of that one".

37. about 0255 : W told the plane that it was about to merge with the target that had been just ahead. Since W did not have any measure of the heights of the radar targets W could not have told the plane whether it was above, below, or level with the anomalous target. The passengers were unaware of any target close enough to "merge" with. However, about 0255:30 the plane said to W "We had a pretty bright light. We have it again now. It appears to be behind Woodbourne (Blenheim Airfield) from where we are... Do you have anything over there?" W responded "Nothing showing over there at all".
38. about 0256 : P asked W if there was anything in the 2:00-3:00 position with respect to the plane. W. responded "Nothing showing up 2:00-3:00 to you. I have a target just off the coast at 9:30...at 5 miles. "The passengers may have seen targets at 9:30. P then described lights that looked like fishing boat lights on the right side in the Cook Strait. W then responded "I got just one paint now at 3:00 to you at 15 miles" and P said "Roger, sounds like some of the lights we can see...scattered through the Strait".
39. about 0257 : the plane was too high in altitude to begin its descent into Blenheim, so it did a two minute right hand orbit to lose altitude. Just before the orbit the passengers had been watching a pair of bright lights at the left of the airplane and DC was about to film them. He didn't get a chance to film them, however, because the plane turned, and when the plane had completed its turn the lights were gone. W referred to targets at 12:00 at 2 miles before the turn and at 12:00 at 10 miles as the orbit began. The plane apparently attributed these to fishing boat lights on the surface. (W radar could detect boats in the Cook Strait if they moved fast enough to exceed the minimum MTI speed). It was probably during or just after this orbit that G pointed out the planet Venus that was just rising and would have been visible at the altitude of the plane.
40. about 0259 : coming out of the orbit the plane asked if there was a target over Picton. W responded that there was no target over Picton. This was the last anomalous light seen during the flight. The plane landed at Picton at about 0310.
- *29 (about 0245: W told P that the same target was at 16 miles at about 9:30 to the plane. There was still no sighting).

NOTE: Log books of squidboats reveal that they were not in position to have been responsible for the sighting.

Extensive analysis of all frames of the original film is now being carried out in the United States. Further developments of this famous UFO encounter will be published as they become available.

"GSW"

"CIVILIAN AERIAL PHENOMENA RESEARCH ORGANIZATION" - GROUND
SAUCER WATCH - 13238 N. 7th DRIVE, PHOENIX, ARIZONA. 85029. USA.

AUSTRALIAN PHOTOGRAPHIC CASE (Crayfish Bay 1978)

Computer Analysis Critique

Six color negatives were given to GSW for evaluation utilizing computer photographic analysis methods. All photographs reveal both foreground and background data points, in a sunset lighting mode. In frame five an anomalous image appears to be "surfacing" from the water.

In frame six, taken approximately twenty seconds later, a large cloud-like image, with a disc structure is visible above the tenuous shape. The photographer maintains he did not see the UO image. This is entirely possible as the witness was looking directly west into the sunset. There is a calm sea and the weather data supports that the wind was only in a breeze condition.

All modes of computer analysis were used to gain data in this UO sequence including : edge enhancement, color contouring, digitizing, computerizing and filtering.

The interpretations revealed the following information:

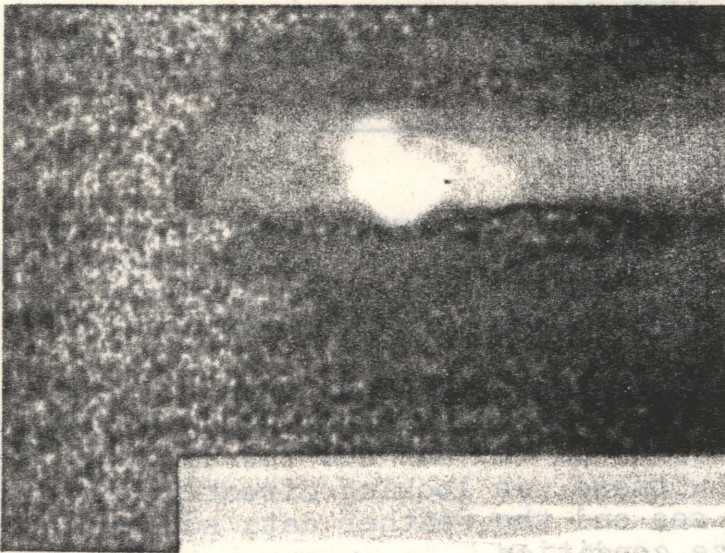
- 1) The first impression one is left with upon viewing the film is that the UO image is an emulsion defect. However, a close examination of the original negatives revealed that the image was not caused by any artifact on the emulsion.
- 2) Computer analysis revealed that the image was not any known type of cloud or weather phenomena. In fact, digital densitometry revealed a highly reflective area at the "top" of the UO image, indicative of a metallic structure.
- 3) There is no evidence of a hoax, especially in light of the fact that the pictures (sequence) appear to be taken in a rapid order, not exceeding 30 seconds from frame to frame. To super-impose in the last frame, a cloud-like structure, is beyond the realm of possibility in such a short time period.
- 4) Color contouring, used to graphically define density revealed that the disc-like portion of the UO was very bright when compared to other features in the photograph.
- 5) Digitizing for distance factoring revealed that the UO image had similar distortion characteristics of features approximately one mile from the camera/witness.
- 6) The top of the UO is being back-lighted by the setting sun and a reflection or glare from the UO's apparent curvilinear surface is obvious.
- 7) High and low pass filtering revealed a definite disc structure above the "cloud".
- 8) The UO image is slightly blurred due to "object" motion. The direction is slightly to the right and up.
- 9) The size of the UO image, based on the lens data and computer comparison of other features, reveals an approximate size of twenty feet. The aspect ratio, diameter to thickness, is 6 to 1.

CONCLUSIONS: Based on the computerized data of the pictures, it is the consensus of the GSW technicians that the images represent a bona fide unknown flying object, of moderate dimensions, apparently surrounded by a cloud-like vapor/exhaust residue.

Fred Adrian
 GSW Photographic Consultant

William H. Spaulding
 Director

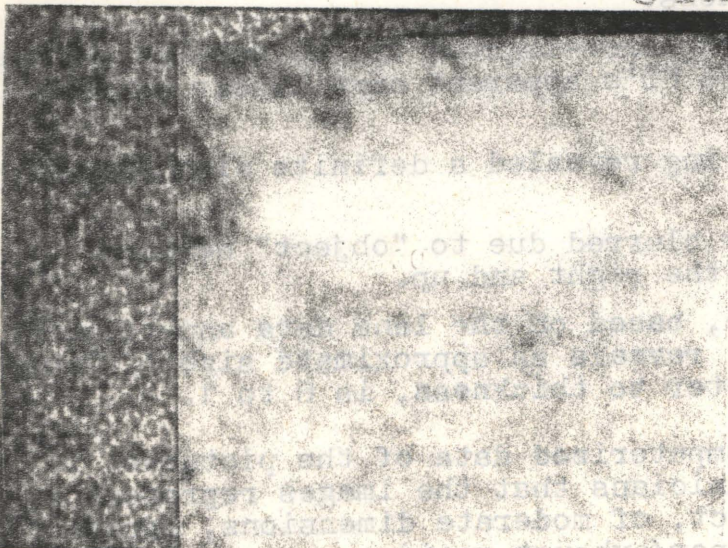
GSW



COMPUTERIZED



EDGE ENHANCEMENT



H/LW BAND (IRB) FILTERING

AUSTRALIAN PHOTOGRAPHIC ANALYSIS
SAUCER WATCH - 1958
CIVILIAN AERIAL PHOTOGRAPHY

Six color negatives were processed by computer photographic analysis. The background and foreground in frame five are anomalies in the water. In frame six, taken approximately 100 feet from the cloud-like image, with a distinct shape. The photograph may be entirely possible as the shape of the aircraft. There is a calm sea. The wind was only in a breeze condition.

All modes of computer analysis were used to gain data in this sequence including: edge enhancement, color contouring, digitalizing and filtering.

The interpretation reveals the first impression of the image is an examination of the original not caused by any artifact.

Computer analysis revealed a highly reflective, cloud-like shape indicative of a metallic surface.

There is no evidence of fact that the pictures (sequence) not exceeding 30 seconds in the last frame, a cloud-like possibility in such a short order.

Color contouring, used that the disc-like portion of the UO was to other features in the photograph.

Digitalizing and distance factoring revealed that the UO image had similar distortion characteristics of features approximately one mile from the camera.

The top of the UO is seen as a reflection or glare from the water.

High and low pass filters above the "cloud".

The 90 degree image is slightly to the right.

The size of the UO image, comparison of other features, feet. The aspect ratio, diameter.

CONCLUSIONS: Based on the conclusions of the GSW team, the object is a cloud-like vapor trail.

** Here is the opportunity for which you have been waiting... **
 Members can not only secure photos of UFO's but help support the
 organisation which is fighting through the Freedom of Information
 Act for more information and helping us to achieve our objective
 to blow the lid sky high.

~~SECRET~~

"CIVILIAN AERIAL PHENOMENA RESEARCH ORGANIZATION", - GROUND SAUCER
 WATCH - 13238 N. 7th DRIVE, PHOENIX, ARIZONA, 85029. U.S.A.

GSW has hundreds of UFO photographs representing hoaxed
 objects, film anomalies, common misinterpretations, and some bonafide
 objects. GSW's computer analysis has separated the obvious questionable
 pictures from the small percentile of bonafide, by analyzing each bit
 of pictorial evidence.

UFO photographs may be purchased as follows:

- 1) Original 3 x 4 black & white photos - \$0.75c each.
- 2) 5 x 7 black & white (new contrast type-duplicated with
 special graphic camera) - \$2.00 each.
- 3) Original 3 x 4 color photos - \$1.25 each
 Original 5 x 7 color photos - \$3.50 each
- 4) Computer pictures 3 x 4 - \$2.00 each
 In black and white or colour

NOTE: Two computer pictures, of a different original picture
 \$1.50 each.

MAKE ALL CHEQUES PAYABLE TO GSW, INC. (U.S. monies only + foreign postage.)

* Code for photo type : (O) Original. (C) Color.
 (CP) Computer Picture. (B/W) Black and white.

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** ** *

Bonafide list of photographs to date:

(as at Aug.1979).

1)	Trent/McMinneville, OR	DD	May 11, 1950
2)	Timberlake, Maine	DD	July 7, 1958
3)	Trindade, IS, Brazil/IGY	DD	January 16, 1958
4)	Bedford, Ohio/GOC	NL	August 21, 1958
5)	Tulsa, Ok. (c)	NL	August 2, 1965
6)	Gibbon, Minn. (c)	NL	October 21, 1965
7)	Rhodes/Phoenix, AZ.	DD	July 6, 1947
8)	Mayer/Miami, FL.	NL	July 29, 1952
9)	Denver, Co/Zedaa (c)	DD	August 28, 1969
10)	U-Movie/Utah (*) (c)	DD	July 2, 1952
11)	M-Movie/Montana (*) (c)	DD	August 15, 1950
12)	Gemini XII Space Photo (c)	--	November 12, 1966
13)	Sky Lab III (c)	--	Flight day 263 of '73
14)	(Santa Catalina, CA (*) (c)	DD	April 15, 1966
	(THIS PHOTO NOT FOR SALE)		
15)	Edwards AFB	DD	September, 1957
16)	Chingola, Zambia/Rhodesia (c)	DD	October, 1961
17)	Moline, IL (*)	DD	March 6, 1967
18)	Fant/Phoenix, AZ. (c)	DD	September 12, 1972
19)	Mesa, AZ (c)	DD	November 11, 1972
20)	Smith/Calgary, Canada (c)	DD	July 3, 1967
21)	Lubbock Lights/TX	NL	August 31, 1951
22)	Saasfee, Switzerland (c)	DD	July 26, 1975
23)	Nagoras/Austria (c)	DD	May 23, 1971
24)	Ipameri, Brazil (c)	DD	May 8, 1966
25)	Rouen, France	DD	March 5, 1957
26)	Lindstrom/Hawaii	DD	January 2, 1975.

(*) MOVIE

(c) CCLOR

DISCUSSION NIGHT

THURSDAY, 3RD JULY..Supper Room, Royal Society,
9 Victoria Street, City...at 8.00 pm.

- Come and air your views on UFO's.

** **

THE AUSTRALIAN U.F.O. BULLETIN

This is the official publication of the Victorian
U.F.O. Research Society....

P.O. Box 43,
Moorabbin. Victoria. 3189.
Australia.

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